



1/3, 2/3 REBAR TO BE PLACED UNDER EACH BEND OF CROSSING REBAR (TYPICAL)

1. CONCRETE CURB SHALL NOT ENCRoACH INTO PUBLIC RIGHT-OF-WAY AND SHALL BE FLUSH AT BACK OF WALK.
2. COMMERCIAL DRIVEWAY SHALL BE INSTALLED IN ZONES DESIGNATED COMMERCIAL, INDUSTRIAL, AND RESIDENTIAL WITH 6 UNITS OR MORE.
3. 18" WIDE BAND OF PAVEMENT SHALL BE REMOVED AND REPLACED. SEE NOTE 5 OF GENERAL NOTES (APPENDIX) FOR REQUIREMENTS.
4. WHERE THE DISTANCE BETWEEN NEW DRIVEWAY LIMIT AND PROPERTY LINE IS LESS THAN 6 FEET AT THE BACK OF DRIVEWAY OR LESS THAN 12 FEET FROM AN ADJACENT DRIVEWAY LIMIT AT THE BACK OF DRIVEWAY, THE SIDEWALK SHALL NOT TRANSITION. NEW SIDEWALK SHALL TERMINATE AT PROPERTY LINE OR ADJACENT DRIVEWAY TO MAINTAIN ADA PATHWAY.
5. WHERE THE DISTANCE BETWEEN NEW DRIVEWAY LIMIT AND PROPERTY LINE IS EQUAL TO OR GREATER THAN 6 FEET AT THE BACK OF DRIVEWAY OR EQUAL TO OR GREATER THAN 12 FEET FROM AN ADJACENT DRIVEWAY LIMIT AT THE BACK OF DRIVEWAY, THE SIDEWALK SHALL TRANSITION FROM BACK OF DRIVEWAY TO EXISTING SIDEWALK.
6. JOINT/SCORE MARK: SEE TABLE ON DETAIL ST-8.
7. IF THE EXISTING ON-SITE IMPROVEMENTS DO NOT MATCH THE GRADE OF THE REAR OF THE NEW DRIVEWAY, SUFFICIENT EXISTING IMPROVEMENTS SHALL BE RECONSTRUCTED TO PRODUCE A SMOOTH, USABLE SURFACE WITH A CHANGE IN GRADE NOT EXCEEDING 10%.

